AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-19 (Canceled)

20. (Currently Amended) An aircraft tire, inflated to high pressure, having a tread, a crown reinforcement, two beads and a radial carcass reinforcement, the radial carcass reinforcement comprising a plurality of textile reinforcement cables oriented at an angle of between 80° and 100° with the circumferential direction, the carcass reinforcement being anchored to at least one circumferential reinforcement armature disposed within each bead, the elongation characteristics of each cable as a function of tensile force being defined by a force/elongation curve having first and second curve parts disposed on opposite sides of a transition point lying within a range of the curve corresponding to 1% to 7% cable elongation; a first tangent at a point of the first curve part corresponding to zero cable elongation having a first gradient; a second tangent at a point of the second curve part corresponding to cable elongation at cable break having a second gradient, a ratio of the first to the second gradient being between 0.08 and 1.0; a tensile load at cable break being greater than 70 cN/tex, wherein each cable comprises a composite cable formed by plying at least one yarn having a modulus of elasticity in tension of at least 2000 cN/tex, with at least one yarn having a modulus of elasticity in tension of at most

equal to 1500 cN/tex, said elasticity moduli of said yarns being measured for a tensile force equal to ten percent (10%) of the breaking load of the respective yarn.

Claim 21 (Canceled)

22. (Currently Amended) An aircraft tire according to claim ~~21~~ 20, wherein some of the cables are anchored around the circumferential reinforcement armatures axially from the inside towards the outside, and the other cables are anchored around the circumferential reinforcement armatures from the outside towards the inside.

23. (Currently Amended) An aircraft tire according to claim ~~21~~ 20 wherein the tread has a tread pattern comprising ribs, a central one of the ribs being separated axially from the others of the ribs by circumferential grooves, the central rib being circumferentially continuous and the other ribs being divided into blocks by generally transverse grooves.

24. (Previously Presented) An aircraft tire according to claim 20 wherein the gradient of the second tangent is less than 90%.

25. (Previously Presented) An aircraft tire according to claim 20 wherein the crown reinforcement comprises composite cables, the elongation characteristics of which as a function of tensile force being defined by a force/elongation curve having first and second curve parts disposed on opposite sides of a transition point

lying within a range of the curve corresponding to 1% to 7% cable elongation; a first tangent at a point of the first curve part corresponding to zero cable elongation having a first gradient; a second tangent at a point of the second curve part corresponding to cable elongation at cable break having a second gradient; a ratio of the first to the second gradient being between 0.08 and 1.0; a tensile load at cable break being greater than 70 cN/tex.

26. (Previously Presented) An aircraft tire according to claim 25 wherein the reinforcement cables of the radial carcass reinforcement are identical to the crown reinforcement cables.